

25X1A9a

CLASSIFIED MESSAGE

Approved For Release 2000/05/05 : CIA-RDP71B00263R000200160107-3

ORIG: [REDACTED]
 UNIT: C/IDEA/OSA
 EXT: 7930
 DATE: 2 SEPT 66

~~SECRET~~

ROUTING	
1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO :

FROM:

CONF:

INFO :

PRIORITY	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

25X1A6c

25X1A6c

TO ~~SECRET~~

INFO

CITE

INFO [REDACTED]

25X1A2g

25X1A6c

REF: [REDACTED] 9131

1. THE FLIGHT TEST CENTER AT EDWARDS AFB AND THE SAC U-2 WING AT DAVIS-MONTHAN AFB ARE TWO OF THE AIR FORCE UNITS WHICH HQ USAF HAS PERMITTED TO CONTINUE WITH TOUCH AND GO LANDINGS AS PART OF THEIR NORMAL TRAINING PROGRAM.

2. PROJ HQ CONSIDERS TOUCH AND GO LANDINGS HIGHLY DESIRABLE FOR IDEALIST PILOTS FOR THE FOLLOWING REASONS:

A. WE NOW HAVE A LIMITED NUMBER OF AIRCRAFT AND CONSEQUENTLY

25X1A2e

A REDUCED NUMBER OF SORTIES AVAILABLE. SINCE [REDACTED]

25X1A2e

BEGAN TRAINING IN THE J-75 EQUIPPED U-2 ON 18 MAY 1965, [REDACTED]

25X1A2e

HAS MADE 57 LANDINGS AND [REDACTED] 59. THIS IS AN AVERAGE OF LESS THAN 4 LANDINGS PER MONTH AND, WE BELIEVE, NOT ENOUGH TO MAINTAIN THE DESIRED LEVEL OF PROFICIENCY IN THE LANDING PHASE OF THE MISSION.

COORDINATING OFFICERS

~~SECRET~~

GROUP 1
 Excluded from automatic
 downgrading and
 declassification

RELEASING OFFICER

AUTHENTICATING OFFICER

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B. IT IS IMPRACTICAL TO MAKE MORE THAN ONE FULL-STOP LANDING AT THE END OF A SORTIE. ADDITIONAL TAKE-OFFS AND LANDINGS REQUIRE ENGINE SHUT DOWN, INSTALLATION OF POGO'S AND TOWING OF THE AIRCRAFT TO THE APPROACH END OF THE RUNWAY.

C. THE U-2 HAS UNUSUAL LANDING CHARACTERISTICS AND REQUIRES A TECHNIQUE WHICH CAN BE MASTERED AND RETAINED ONLY WITH CONTINUED PRACTICE. WITH TOUCH AND GO LANDINGS, THE PILOT CAN IMMEDIATELY IMPROVE HIS LANDING TECHNIQUE WHILE THE REASONS FOR A POOR LANDING ARE FRESH IN HIS MIND. OTHERWISE, HE MUST WAIT APPROX ONE WEEK UNTIL HIS NEXT SORTIE, AT WHICH TIME HE PROBABLY WILL REPEAT THE ERRORS MADE ON HIS LAST LANDING.

D. A HIGHER DEGREE OF PROFICIENCY ATTAINED THRU MULTIPLE TOUCH AND GO LANDINGS MIGHT PRECLUDE HARD LANDINGS AS RECENTLY EXPERIENCED AT [REDACTED]

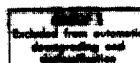
25X1X7

3. FYI, THE TRAINING PROGRAM FOR [REDACTED] THAT WAS CONDUCTED AT DAVIS-MONTHAN INCLUDED TOUCH AND GO LANDINGS TO THE EXTENT THAT EACH PILOT COMPLETED EIGHTEEN LANDINGS DURING THE FOUR

COORDINATING OFFICERS

~~SECRET~~

RELEASING OFFICER



AUTHENTICATING OFFICER

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MISSION TRANSITION PHASE. FOUR TOUCH AND GO LANDINGS PLUS A FULL STOP LANDING WERE SCHEDULED FOR THE FIRST MISSION IN THE U-2.

4. REQUEST YOU ATTEMPT TO SECURE [REDACTED] APPROVAL FOR TOUCH AND GO LANDINGS BY [REDACTED] AT [REDACTED] WITH THE FOLLOWING RESTRICTIONS: 25X1A6a

A. NO TOUCH AND GO LANDINGS FOLLOWING AN OPERATIONAL MISSION.

B. TOUCH AND GO LANDINGS TO BE ON A SCHEDULED BASIS AND THE NUMBER DEPENDENT UPON MISSION DURATION AND THE TYPE OF SORTIE.

C. TOUCH AND GO LANDINGS TO BE ACCOMPLISHED ON THOSE SORTIES THAT DO NOT REQUIRE A PARTIAL PRESSURE SUIT.

D. A QUALIFIED [REDACTED] TO BE IN MOBILE CONTROL AND IN IMMEDIATE RADIO CONTACT WITH THE MISSION PILOT AT ALL TIMES TOUCH AND GO LANDINGS ARE IN PROGRESS.

END OF MESSAGE

25X1A9a

SAS/OSA JWC (IN DRAFT)

COORDINATING OFFICERS

PAUL N. BACALIS
D/SA

RELEASING OFFICER

SECRET

SECRET

D/O/OSA

AUTHENTICATING OFFICER